



INTERNATIONAL CIVIL AVIATION ORGANIZATION

THE THIRD MEETING OF THE AERODROMES OPERATIONS AND PLANNING – WORKING GROUP (AOP/WG/3)

Putrajaya, Malaysia, 2 – 4 June 2015

Agenda Item 4: Provision of AOP in the Asia/Pacific Region**AERODROME CERTIFICATION OF KLIA 2**

(Presented by Malaysia)

SUMMARY

This paper presents the aerodrome certification regulatory requirement of KLIA 2 with reference to Malaysian Civil Aviation Regulations 1996 and Airport Standards Directive 103 (ASD 103).

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

B: Air Navigation Capacity and Efficiency – Increase Capacity and improve efficiency of the global civil aviation system

1. INTRODUCTION

1.1 KLIA 2 was established under the agreement of National Airport Master Plan Advisory Council for 45 million passenger capacity and to replace the existing temporary low course carrier terminal.

1.2 The development included the construction of the third runway for KLIA and associated connecting taxiways, the new terminal building with the number of 76 aircraft parking stands, known as KLIA 2 Terminal and the new ATC control tower, known as Tower West.

1.3 The development started in 2009 and completed in 2014 with the construction cost of RM 4 billions.

2. MANAGEMENT OF KLIA 2

2.1 KLIA 2 is manage, operate and maintain by Malaysia Airport, Sepang [MA (Sepang)], as a government licensed aerodrome operator.

2.2 As KLIA 2 is consider part of KLIA, the documentation was merged into one including:

- a) Aeronautical Information Publication;
- b) Aerodrome Manual;
- c) Airport Emergency Plan;
- d) Business Continuity Plan;
- e) Crisis Management Plan; and
- f) Standards Operating Procedures.

2.3 KLIA was certified on 11 May 2004 for aerodrome certification as required by ICAO Annex 14, Volume I and Airport Standards Directive 103 (ASD 103).

3. AERODROME CERTIFICATION OF KLIA 2

3.1 As part of KLIA, the development of KLIA 2 are not subject to the aerodrome certification requirement but it subjected to the standards and recommended practices compliance confirmation inspection and endorsement requirements and technical regulatory requirement as specified in Airport Standards Directive 103 (ASD 103).

4. COMPLIANCE CONFIRMATION OF KLIA 2

4.1 A series of compliance confirmation inspections of physical characteristics, facilities, equipment, services, procedures and documentation of the KLIA 2 development project had been carried out by the aerodrome regulatory inspection team.

4.2 In May 2014, physical characteristics, facilities, equipment, services, procedures and documentation of the KLIA 2 development project had been confirmed compliance with standards and recommended practices specified ICAO Annex 14, Volume I and Airport Standards Directive 103 (ASD 103) by the Aerodrome Authority, prior to the official opening of KLIA 2.

5. ACTION BY THE MEETING

5.1 The meeting is invited to:

- a) Note the information contained in this paper; and
- b) Discuss any relevant matters as appropriate.

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